Clean Sweep of Singles-Pennsylvania Shows Up Strong in Do Tournament Play on Other Links.

PHILADELPHIA, Oct. 2 .- Whatever hopes the Philadelphia golfers had of carrying off the Robert H. Lesley cup were rudely dashed when the metropolitan contingent dashed when the metropolitan centingent made almost a clean sweep of the singles this morning, winning eight matches out of ten at the Huntingdon Valley Country Club. Although the match was lost before the Scotch foursomes were commenced in the afternoon, the Pennsylvanians retrieved themselves to a great extent by winning all five matches, and therefore only lost at the finish by the odd match in fifteen.

W. T. West, Country Club, and W. C. ownes, J. Dakmont, were the only mem-

ces Teacher, two of Great Britain's leading exponents of the game. The club mentioned has offered its course for a one day tournament to the Women's Eastern Golf Association and a prize has also been provided. It is understood the tournament will be held within a fortnight.

In the semi-final round of the club championship at the Forest Hill Field Club yesterday J. J. Radel defeated Arthur Taylor by 3 up and 2 to play and Harry Christi beat Edward Pierson by 3 up and 1 to play. Christi also won the class A handicap with a card of 77, 9—68. In the B set there was a triple tie between C. A. Seely, 86, 20—66; J. H. Blue, 93, 27—66 and J. H. Honness, 91, 25—66.

At the Baitusrol Golf Club yesterday C. T. Sholl won the ball sweepstakes with a card of 101, 22-79. W. E. Murdock fin-ished second, his card reading 100, 16-84.

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Plaintield. N. J., Oct. 2.—in the final for the fall championship cup at the Park Golf Club to-day W. R. Faber defeated R. B. Titsworth 2 up and 1 to play. Next Saturday Mr. Faber will meet Dr. H. K. Carroll for the club championship. The latter won the spring championship cup. These scores were returned for the president's golf club and Oakmont clubs:

W. R. Faber. 99, 13—68; H. B. Titsworth, 102, 14—68; C. B. Morse, 100, 12—88; Samuel Townsend, 108, 18—90; W. V. Byard, 108, 14—91.

These scores were posted for the fall handicap cups, classes A and B, at the Plainfield Country Club to-day; Class A—E. P. Goodwin. 93, 14—19; Leighton Calkins, 88, 8—80; R. G. Morse, 94, 13—61; S. D. Lounsbury, 91, 10—61.

Class B—D. W. Taylor, 92, 23—66; Hugh F. Fox, 9, 24—75; A. W. Kleinecke, 111, 34—77; H. D. Hibbard, 90, 9—61; S. H. Patterson, 96, 14—64; H. L. Deforest, 109, 22—87.

NASSAUR VIN FOUR RACES. SIR WOOSTER WINS CHAMPION rs, of Hudon-Fulton Regatta Go to Local Boat Club.

Local oarsmen had their part in the Hud-bon-Fulton celebation yesterday with a rowing regatta under the auspices of the Palisade Boat Club of Yonkers. The events which inumbered deven, included three cance races, and they covered a course of half a mile, while the course for the rowing races measured a mile and a quarter. The course was on the Hudson off Gisnwood. races measured a mile and a quarter. The course was on the Hadson off Gisnwood, over on the Jersey shore. A worse day could not be selected for boating. A stiff breeze made the water rough and huga swells were every now and again kloked up by the flottilla of yachts and tugs that ploughed up and down all the afternoon. On account of the entry of the Arundel Boat Club of Baltimore in the senior four barge the race was one of the most attracbarge the race was one of the most attrac-tive on the list. Fourgrews—the Arundels, Atalantas, Hudson and Atlantic—backed into the line and when the gun went off the

seconds.
Canoe Race, Tandem Single Blade—Distance, about a half mile—Won by Fort Washington Canoe Club, with E. Walker and A. Van Dohlen, Ulhigh Canoe Club, second, with J. Smith and W. Anderson. Time, 3 minutes 1 second.

MOHAWK ATHLETES WIN. Sweep the Deck at Crotona Park Hudson-

Fulton Meet. The Bronx athletes celebrated the Hudson-Fulton affair yesterday with a set of games at Crotona Park and only clubs belonging to that borough were eligible. A crowd of about 5,000 persons saw the games, and when the points were tailed it was found that the Mohawk A. C. had swept the deck, making a total of 56 points to 14 for the Mott Haven A. C., the nearest opponent. There was an individual point prize, and this

made 10 points. Of the track events the three mile handicap was the best performance. Joe Malone of the Mohawk A. C., the scratch man, took the lead after the first mile, and going along the lead after the first mile, and going along at a nice even gait led all the way to the finish. Foran of the Mott Haven A. C., who had 145 yards, and Glibert of the Mohawk A. C., who had 40 yards, had a dingdong tussle for the place. Foran was close up all the time, but at the top of the homestretch Glibert passed him. Foran was not so easily disposed of, however, for ten yards from home he made his effort and nailed Glibert in the last stride and gained the place.

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BEATS RAMPART AND THISTLE-DALE IN STEEPLECHASE.

la Gallops Off With Municipal ap-Dr. Barkley Scores for James E. Guffney-Admiral Seymour and English Naval Officers Present.

day afternoon after an interesting race. The distance was about three miles and a half, and with J. W. Colt's Thistledale added there were four starters. H. S. Page's Rampart, ridden by the owner, was a slight favorite over Sir Wooster, who ran in Mr. Chethand's colors, and G. R. Tompkins's St. Nick. Thistiedale, with 179 pounds, was quoted at the surprising odds of 10 to 1. In Atlantas, Hudson and Atlantic-backed lato the line and when the gun went of the Atlantas were the first to get in motion. After about a dozen strokes they were in the lead by a length, with the other three boats about level. After abou! a quarter of a mile had been rowed the Arundels drew out and pulling a good long even atroke were in the van to the finish. They won by two lengths from the Hudson Boat Club, who were half a length in front of the Atlantic Boat Club for the place.

The Nazsau Boat Club won the honors of the day with four firsts. Chief among the victories was the one in the senior eights, which was the prettiest race of the day. Opposed to the Nassaus were the New Rochelles put on a little steam and forged to the front. They set the pace till within a couple of hundred yards of the flag, when the Nassaus spurted and went into the lead, winning by half a length from the Wahnelahs, who best the New Rochelles a few feet.

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There were only two atarters in the Municipal Handican, one mile and three-quarters.

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Bang. 2. 100. Butler. 25-1 10-1 4
Polis. 2. 120. Shilling. 5-1 2-1 5
Christina, 2. 111. Raynor. 40-1 12-1 6
Boola Boola, 2. 112. E. Dugan. 7-1 2-1 7
Sager. 2. 112. McIntyre. 25-1 5-1 8
Time, 1:13 2-5.
Good start; won easily; Sandrian, ch. g., 2,
by Hamburg—Sandria; owned by the Quincy
Stable; trained by George Corpnell.

Stable: trained by George Cornnell.

BECOND RACE.

Seiling: for three-year-olds and upward; \$400 added; apprentice riders; one mile:

Horse and Age. Wt. Jockey. Betting. Fin. Imitator, 4. 99. Hyland. 11-3 3-3 12 Ben Trovato. 5. 107. Carter. 7-10 1-4 22 Seymour Beutler, 4.08. Mooney. 10-1 3-1 35 Killiecrankie, 5. 93. Wrispen. 20-1 5-1 4 Rockstone, 5. 104 Valentine. 6-1 7-5 5 Time, 1.39 1-3. Good start; won easily; Imitator, b. f., 4, by Mimic—Graziosa; owned by J. C. F. Jacoby; trained by John Hynes.

pelier Stable; trained by T. J. Healey.

FOURTH RACE.

Champion Steeplechase; for four-year-olds and upward; \$3,000 added; Boott three and a half miles:

Horse and Age. Wt. Jackey. Betting. Fin. Sir Wooster, 5... 168. Davidson. 2:1 3-5 1!6

Rampart, 4... 159. Mr. Page. 8-5 2-5 2!6

Thistledele, aged. 170. Donohue. 10-1 5-2 2100

St. Nick, 5... 153. Allen. 11-5 3-5 4

"Added starter. Time, 7:41.
Good start; won easily: Sir Wooster, br. g., 5, by Ardington—Lady Wooster; owned by Mr. Chetland; trained by G. R. Tompkins.

AUTOMOBILES

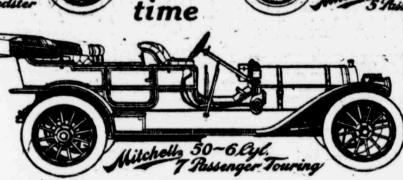
AUTOMOBILES.

Mitchell Bulletine

Climax to Six Years of Unexampled Accomplishment



The car you ought to have at the price you ought to pay : : : : :



The only highclass six-cylinder touring car that sells for as little as \$2,000.00

Sensational Features for 1910

Three Magnificent Models

Mitchell Roadster, 4 cylinders, 30-35 horse power, \$1,100 Mitchell five passenger touring car, 4 cylinders, \$1,350 Mitchell 6-cylinder touring car, seven passengers, 50- \$2,000 horse power, 130-inch wheel base

Absolute elimination of all noise, so that all the Mitchells will run as silently as the most silent car that's made. Complete transformation of the Mitchell style and wonderful development from the mediocre

to the beautiful. Complete change in spring suspension which promotes ten fold the easy riding qualities of the car.

Standardization and interchangeability of the cylinders in all models as well as all parts above the crank case.

More interchangeable parts in the Mitchell line than in any other line of motor cars made. Surprising development of the Mitchell five-passenger touring car, which is greater at its new price of \$1,350 than it was at its old price of \$1,500.

Creation of the Mitchell Big Six-Cylinder car of 50-horse power, seven passengers and 130-inch wheel base at the same price as the big touring car of 1909—\$2,000.

Wheel sizes increased—32-inch wheel for the Roadster, 34 inches for five-passenger touring car and 36-inch wheels for the Mitchell Six.

car, and 36-inch wheels for the Mitchell Six.

Double the output of 1909, or 6,012 cars, all of which have been contracted for by our agents

within the last 30 days. MAGNETO EQUIPMENT WITHOUT EXTRA CHARGE

Wouldn't you like to know why we can-and do-make a better car for less money than any other maker on earth?

And how we are able to produce a better car this year than last for the same price-AND EVEN LESS?

Taking the Consumer Into Our Confidence

You are entitled to the information. YOU ARE THE MAN WHO PAYS THE PRICE and we are going to take you into our confidence, even though we reveal what some makers fegard as trade secrets. We have NO TRADE SECRETS. We are willing to tell THE WHOLE STORY.

FIRST AND FOREMOST—we make EVERY SOLITARY PART that goes into a Mitchell car. We don't assemble from all points of the compass. We have just completed the largest automobile works in the United States. They are absolutely complete and wonderfully equipped. Our factory organization is made up of men who have grown up in the business, headed by Designer John W. Bate, acknowledged to be the best designer and producer of motor cars in the world. And having been successful ourselves we have per-

Every Part Now Made in Our Own Factory

mitted these men to share in our success. This means that they put their best thought and effort into every part they handle. AND THE BETTER WORK THEY DO FOR US THE MORE THEY PROFIT THEMSELVES. Our average wages are the highest paid by any automobile factory.

We buy our materials in vast quantities. And while we buy the BEST, the very same used in the highest priced cars, we buy MORE than anybody else and get the benefit of better prices than any other maker of motor cars. We do all the work of shaping from the rough to the finished article. SO THAT WE KNOW BEYOND THE SHADOW OF QUESTION THE CHARACTER AND QUALITY OF EVERY PART THAT EN-TERS INTO A MITCHELL CAR.

Before we built this new factory we couldn't do all these things as we desired. Yet we produced a splendid car. THE NAME OF MITCHELL IS KNOWN EVERYWHERE FOR WHAT THE MITCHELL CAR HAS DONE. It was a car without serious fault. It had no faults that interfered with its

SO WE HAVEN'T INCREASED THE PRICES. In the instance of one car we have lowered the price simply because our improved facilities have made it possible.

Changes for the Better. but the Same Engine Principle

Changes are numerous. They are, of course, all for the better. You won't recognize the ear because of them. Most everything is changed but the engine principle. It wasn't necessary to change that. IT WAS A MASTERPIECE IN THE FIRST PLACE.

The radiator and hood design have been changed from the mediocre to the beautiful. That was in response to public request. Quite a few people didn't like the broad, ungraceful-looking front. THE 1910 DESIGN WILL PLEASE THE MOST FASTIDIOUS.

AND THE NOISE IS GONE-the rattling, clicking sound valves. The 1910 model is SILENT AS THE FOOT OF TIME. There isn't a

Silent as the Foot of Time

of the people. The spring suspension, too, has been changed. Not that the car ever rode uncomfortably, but because we wanted it to be so comfortable that nabobs could ask for

car in the world that runs more silently.

This, too, was in deference to the wishes

nothing better. The style of the bodies has been beautified. The lines are more graceful. . And when the 1910 model appears upon the boulevards you will admit that there isn't anything more aristocratic in the whole gamut of motor cars, NO MATTER WHAT

Creation of the Mitchell Six-Cylinder at \$2,000

YOU PAY.

One innovation that will create a sensation-and justly so- is the development of last year's four-cylinder 40-horse power touring car into a SIX-CYLINDER 50-HORSE POWER TOURING CAR without adding a penny to the price. Last year the four-cylinder was \$2,000. The SIX is likewise \$2,000 and a greater, roomier and more powerful car. SO MUCH FOR FACILITIES!



